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A. S. WATSON & CO.
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THE HONGKONG DISPENSARY.

BIETH.

On the 21st June, at "Omdurman," Dalvey Road, the wife of ROBERT A. J. BOWELL, prematurely of a son (still-born).

DEATHS.

On the 18th June, at Kuala Lumpur, HENRY CHARLES MARTINEZ, late of Ceylon.

On the 25th June, at Shanghai, MARIAN PAUL, wife of Captain A. E. KNIGHT, aged 63 years and 6 months.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEUX ROAD, L. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 30th June, 1903.

We read in one of the leading Japanese native papers that Prince CHING is reported to be at his wife's side regarding the negotiations with M. LESSER, and that there is no knowing how the Manchurian affair may turn out. The Chinese Government and Prince CHING are perplexed as to the real attitude of the Japanese Government, the same journal continues, while Viceroy CHANG CHIH-TUNG, is strongly opposed to the Manchurian secret treaty and is said to be disgusted with the mere verbal measures which have satisfied Japan of late. The attitude of the Japanese Government is also the subject of strong comment in Japan itself, and we see from a despatch, dated the 24th June, from the Tokyo correspondent of the North-China Daily News that seven Professors of the Imperial University have memorialised the Japanese Foreign Office on the importance of speedily settling the Manchurian problem. They allege that the modern complications in the field of Foreign Affairs are due chiefly to failure to utilise occasions as they have arisen. They cite first the retrocession of the Liaotung Peninsula, when Japan failed to ask for a guarantee against future alienation; secondly, the German seizure of Kiaochow, which might have been averted by a timely protest on the part of Japan; and thirdly, the neglect to include Russia's Manchurian forces in the arrangement for the military evacuation of North China. They further allege that Japan's armaments are probably stronger than Russia's immediately available forces, but the inferiority is only temporary; and insist on the necessity of separating the negotiations as to the Manchurian from those as to the Korean problem, and declare that considering the perpetual nature of Russia's aggression, her tenure of Manchuria will certainly be followed by enterprises against Korea, which will surely be the preface to a further advance southward.

This, it must be admitted, is a very outspoken statement as coming from Professors of the Imperial University, and taken in conjunction with the general attitude of the Japanese Press gives an indubitable indication of the state of popular feeling in Japan over the situation in North-east Asia. It is evident, too, that an attempt is being made to force the Japanese Government's hand and elicit some declaration of policy before China signs the Manchurian agreement, or perhaps we should rather say the last of the Manchurian agreements. With regard to this agreement the latest news appears to be that furnished by the Peking correspondent of our Shanghai morning contemporary, which we give in another column. According to this correspondent the new agreement is already at St. Petersburg awaiting Russia's signature. The exact terms are said to be unknown, the British and Japanese Ministers seeming "quite in the dark" about them and Prince CHING keeping all information about them to himself. An explanation of this weak Chinese official's ever-increasing disposition toward Russia is furnished in the same correspondent's despatch, and we have no reason to doubt its correctness; indeed it has been partly suggested some time ago. Prince CHING, like so many of the diplomats of his country, only excels in the art of procrastinating, and he is bound to yield to the strongest pressure. We cannot tell what pressure Britain and Japan are exerting at the present moment, but the strength of Russia's pressure is obvious.

It is not imaginable that the signature shortly of some form of convention about Manchuria is to be avoided. Nor is it advisable, in the interests of the world's peace, that the present situation should be prolonged. The Manchurian question should by all means be settled. As long as it continues open, Russia has the opportunity—and naturally is not slow to avail herself of it—of establishing a foothold both in Mongolia and Korea. With regard to Mongolia, we are surprisingly in the dark. Rumours reach us from time to time of what the Russians are doing about the Mongolian railway, the next step after the completion of the Manchurian line toward the absorption of North China. But no first-hand information is available; nor is there likely to be any, if Russia can help it, until too late. We need not place much faith in the Japanese rumour of five additional clauses added to the Manchurian Convention, whereby Mongolia is to be included in the scope of that treaty. Russia need not act so openly, not to say so indiscreetly, as that. She will try to get her footing firm before she admits through any written document that she has got into Mongolia. As for what is happening on the Korean frontier, we have more information and fresh items arrive by every mail from the North. Russia's action in stopping all native-owned rafts on the Yalu, on the ground that she has a lease of all the forests on the river is characteristic. Of course the Russian Minister at Seoul has promised that the rafts shall be returned, and like the other diplomatic representatives of his nation he is "an honourable man." These honourable men, however, would not meet with success in their efforts if they had not so frequently the advantage of dealing with the diplomatically blind and dumb. The most we can hope for is that with Sir ENEAS SARGENT's return to Peking the British attitude will be firmly declared and that Japan's intentions will at the same time be made evident. A solution of the whole question cannot be delayed. No one is so foolish now as to imagine that Russia is to be forced to quit Manchuria. The point at issue is, Where is her expansion to stop? It is useless to argue that she has already more than she can digest and must therefore cease swallowing. That reason never yet prevented any empire from following the absorbing policy as long as it had only weaker nations barring the way.

We have already been informed by telegram that the sanctioning by the Colonial Office of the Public Health and Buildings Bill, 1902, has been delayed on account of the careful consideration which it requires. The mail received yesterday throws no further light on the matter. It was on the 26th May that Mr. GALLOWAY WENT, still keeping himself to the fore as a member interested in Hongkong's affairs, put his question with regard to the Bill. Mr. CHAMBERLAIN simply answered that the Bill referred to had been passed and brought into operation; the ordinance was recently received in the Colonial Office, but had not yet been sanctioned, as its provisions, which were numerous and complicated, required careful examination. It would be interesting to know to what method of examination the Bill is to be subjected and by what manner of experts. It is satisfactory to think, however, that it has been brought into operation. But what effect will the careful examination which it is to receive at home have in delaying the carrying out of its most important and necessary provisions?

According to Japanese papers, a notoriously pro-Ru dian Taotai, Yang Lal-shao, is to replace the present Taotai at Mukden.

Another sign of the times. The North-China Herald will be published in future on every Friday, and the copies for Europe will be despatched by the Siberian mail on Saturday.

The visitors to the City Hall Library and Museum for the week ending 27th June were 270 non-Chinese and 66 Chinese to the former, and 52 non-Chinese and 1,885 Chinese to the latter institution.

The P. & O. s.s. *Coronanda*, with the English mail of the 6th inst., left Singapore on Saturday, at 4 p.m., and may be expected here on Thursday, about noon. Replies are due to correspondents dated the 5th ult.

A telegram to the N.C. Daily News dated Kobe, 22nd June, says:—Mr. Ferguson, Chief Engineer of the P.M. s.s. *Siberia*, who was injured while that steamer was at Kobe by an accidental fall from the promenade deck to the upper deck of the *Siberia*, died in hospital to-day about noon, pneumonia having supervened.

Yesterday a lot of Crown land in Kennedy Road, near the Union Church, registered as Garden Lot No. 21, containing 5,000 square feet, and having an annual Crown rent of \$12, was exposed for sale at the P.W.D. office and was bought by the Rev. C. H. Rickling for \$270, being \$20 above the upset price.

The Grace which includes Chinese in the Oriental Languages Tripos was passed by the Senate of Cambridge University on the 28th ult. Henceforth any man can claim to graduate with honours in Chinese, and this fact should materially assist in advancing the study of that language in England.

John Roberts, the famous billiard player, gave an exhibition of his skill at the Masonic Club, Kobe, a fortnight ago. His opponent was Mr. R. C. K. Johnson, one of the best local players. The match was for 1,000 up. Mr. Johnson receiving 450 points, Mr. Roberts won with ninety points to spare, and his best break was one of 147.

The Shanghai Times publishes the following telegram dated Peking, June 24.—It is reported that some British Corporations are taking steps to secure the fishing rights along the coast of China, which rights have been the most fruitful sources of dispute between different natives, and the infringement of this right, which should belong to the Chinese, may be the source of some future complication.

On the 19th inst., Sir Claude MacDonald, British Minister in Tokyo, accompanied by the Secretary of the Legation, paid a visit to the residence of Prince Arisugawa and presented his Highness with the Grand Cross of the Bath, which has been conferred upon him by King Edward. Sir Claude MacDonald and other officials were afterwards entertained at dinner by the Prince.

The following appointments have been made at the Admiralty:—Assistant Paymaster—G. L. Moore, to the *Leviathan*, to date June 16; Lieut. J. F. Knox, to the *Tanquer* (N), and P. B. Garrett, to the *Tanquer*, as late to date May 26. The following officers of the R.M.L.I. have been ordered to embark on the *Leviathan* on commissioning:—Capt. G. M. Harlot, Lieut. F. W. Home and C. S. Hazen. Staff Surgeon H. Melke, to the *Leviathan*, to date June 16; Staff Paymaster F. W. Osburn, to the *Leviathan*, to date June 16; Surgeon L. Lindop, to the *Leviathan*, to date June 16.

There is nothing like doing everything in the orthodox way. At the Supreme Court yesterday an indictment covering four typewritten pages of foolscap was first read in English by the Registrar for the benefit of no one in particular, then in Chinese by the interpreter for the benefit of the prisoner, and afterwards in English again by the Registrar for the benefit of the jury. It occupied half-an-hour, but had to be done, the Chief Justice explained to the Attorney-General—who desired to shorten the proceedings by abbreviating the Chinese interpretation—because the Ordinance said so. Truly, the law is a "hass."

In the House of Commons on the 28th ult. Mr. Weir having asked the Secretary for the Colonies whether the system of inoculation with plague serum which is in force in India has been adopted in Hongkong, and if not, will he consider the expediency of calling for a report on the subject, Mr. Chamberlain said: The hon. member will see from Dr. Simpson's report, which has just been placed in the library of the House, that the inoculation of those who wish to be protected with Haffkine's plague prophylactic is already carried on in Hongkong, and that Dr. Simpson recommends the continuance of this practice.

A Peking special to the Shanghai Times says:—Honolulu Chinese have again been heard from in Peking. This time they file a long petition praying for the prompt retirement of the Empress Dowager. A recent message from the Hawaiian Islands, sent by a delegation of prominent Chinese to the Wai Wu Pa, not only petitioned for the dethronement of the Empress, but prayed that Kwang Hsu, who it was claimed was the rightful sovereign, should be reinstated. The Chinese residing in the Hawaiian Islands, have for considerable time showed but little friendliness for the home government. Numerous meetings have from time to time been held in Honolulu and Hilo. At these gatherings much excitement usually prevailed and animated discussions and violent protests have filled in the time. Similar requests have been received from the Chinese residents elsewhere.

A steamer which arrived at Shimonoseki lately from Formosa reported that Ryugyosan, a volcano in Formosa, has been active from the 12th instant.

The *Kago Maru* has been quarantined for ten days at Yokohama with her passengers, a case of plague having been discovered on board. She will come on to Hongkong without calling at Shanghai.

The Russian Minister at Seoul has promised that some rafts seized on the Yalu belonging to Koreans shall be returned. The rafts were seized on the ground that all the forests on the Yalu have been leased to Russia.

The *Palermo*, a new cargo steamer of 10,000 tons, was successfully launched at Whiteinch, Glasgow, on the 27th May, for the P. & O. S. N. Co. She is the first of three vessels of one type included in the company's present programme.

A dynamite bomb was recently exploded in a room in the Kanjo Hospital, Seoul, where the well known Korean politician Ye Yong-yik was under medical treatment. A portion of the building was damaged; but nobody was injured. Ye Yong-yik also escaped unhurt. He left the hospital after the outrage, preferring not to undergo further medical treatment in his own house. The man who committed the outrage was still at large on the 15th inst. The affair is generally believed to have political significance.

Mr. Fenwick, third engineer of the s.s. *Charterhouse*, had been missing from his vessel at Singapore since the night of the 17th inst. On the 19th the body of an European was seen floating in the harbour. The Marine Police went out, but were unable to find it. Next morning the body was discovered at Tanjong Pagar, minus the head and in a very decomposed condition. An officer of the *Charterhouse* identified it as being the body of the late Mr. Fenwick. An inquest was held and the funeral took place shortly afterwards.

At Yokohama the other day, Messrs. Eytou & Pratt offered for sale by auction the *Eastern World* printing and publishing business, with plant and stock, etc., the whole to be sold as a going concern on account of the illness of the owner (Mr. F. Schroeder) rendering it impossible for him to carry on the business. There was not a large attendance and only one bid was made, 10,000 yen, by Mr. Ivison. It was announced that the reserve price was considerably higher than 10,000 yen, and that the owner might discuss the matter with Mr. Ivison's clients if thought desirable.

It is stated from New York that Filipino brides of U. S. army officers must prove marriages before the War Department will take any action in their cases. Numerous cases have come to the attention of the Washington authorities, of native women who claim to have been married to army officers while the latter were on duty in the Philippine Islands. These women have asked the authorities to interfere in their behalf and compel the officers to remain in the islands or to take their wives with them. The Department has decided not to interfere in any case where it is not shown that a bona-fide marriage has been solemnized.

Point Reyes, says a San Francisco despatch, has the undisputed record of being the windiest place in the world. It bases its claim to distinction in this respect on statistics which are now in the hands of the weather bureau. These statistics show that for three days during May of last year the wind blew for three consecutive days at the rate of seventy-two miles an hour. The total blow for the three days was 4,701 miles of wind. The highest velocity attained was 102 miles an hour. During this month for nine days, commencing May 14th and ending May 22nd, there were 11,223 miles of wind, or enough to extend almost half way around the earth. The average velocity per hour for the nine days was fifty-two miles.

Herr Karl Fuchs, military instructor at Wuchang, is, by permission of the German Emperor, visiting the educational establishments of the Prussian army, the school of musketry, and other military institutions. The German authorities have given Herr Fuchs every facility during his tour of inspection. Eight young Chinese officers from Wuchang have already arrived in Berlin under the charge of Herr Fuchs, and eight more were to arrive from Nanking at the end of this month in the company of another German instructor. These Chinese officers will probably spend four years in Germany. They will devote the first to the acquisition of the German language, while in the three following years they will receive military education in the duties of infantry, cavalry, and artillery.

Great indignation is being manifested in Singapore over the railway management's laxity toward native passengers. One correspondent writes that nowhere but in a British Colony would such a horror be tolerated as a recent journey which he describes. "On a Dutch, or French railroad, an European who had paid full first-class fare is not likely to be half-suffocated and spat upon by Orientals devoid of decency. After experience of both I have no hesitation in saying that the firemen's forecastle on a coolie-ship is an infinitely safer, cleaner, more decent, and more comfortable place to travel in than is a first-class non-smoking carriage on the Singapore and Johore State Railway." The *Singapore Free Press* says that it is understood that now Europeans do not mean to travel by the railway until due provision for cleanliness and comfort is made. Universal expectation and the exposure of naked feet are not conditions desirable in one's fellow-travellers.

The Rev. F. H. Sprent told the annual meeting of the North China Mission on the 27th ult. that he had just arrived from Newchwang via the Siberian route in 15 days 2 hours. This is the quickest passage yet recorded.

A plant to which the name has been given of *Landolphia thaltonii* has been discovered in the French Congo. The roots produce valuable rubber which is selling at 3s. per lb. It is claimed that the new discovery will revolutionise the rubber industry.

The *Puwan Gazette* publishes an extract from its columns 49 years ago, from which it appears that there were in the previous year on the island of Penang 9,334 Hokkien and 10,084 Kwangtung Chinese and 14,750 Malays. The census of 1900 gave the total population of the island at 248,207.

The forest fires in the United States have burned nearly a million acres of Adirondack forests, often leaving the white sand bare of vegetation, stripping rocky ledges of all roots and soil and killing timber of inestimable value both on private and State lands. If the total loss could be reduced to figures it might be placed at \$2,000,000. It will be thirty years before the forests recently visited by fires will again present as fine an appearance as they did before the flames struck them.

The *Asahi* publishes a Seoul telegram to the effect that the Russian Minister in Seoul has addressed a Note to the Foreign Office, stating that the officials and people at Ryugyosan are prone to maltreat the Russian resident there, and this it was feared would impair the friendly relations existing between the two countries. The Minister therefore requested that instructions be issued to the local authorities ordering them to afford the Russians proper protection.

According to a Japanese contemporary, the total number of foreign visitors to the Osaka Exhibition from the opening to the 30th May was 13,823, of whom 9,323 were Europeans and Americans, and 4,500 Chinese and Koreans. During this period, it is estimated that foreign visitors made purchases of goods to the value of 2,315 yen at the sale-basars, the buyers numbering 9,789; while the sum expended reached the value of 5,369 yen at the Exhibition itself, the buyers numbering 415.

HEALTH OF HONGKONG.

During the two days ended at noon yesterday there were only five cases of plague, one Indian (from No. 7 Police Station) and four Chinese (two fatal). No bodies were dumped. The year's total is 1,281 cases and 1,127 deaths.

A CURIOUS STORY.

The Shanghai correspondent of the London Daily Mail writes:—In connection with the proposed increase of the Asiatic squadron of the United States the following curious story was told me the other day by a British naval officer. A few months ago, while there was an unusually large gathering of foreign warships in Kobe harbour, one of the best gunners of H.M.S. *Barfleur* disappeared. As he could not be found despite a most vigorous search it was conjectured that he had been drowned, and he was entered in the log-book as dead. It was afterwards discovered that he had enlisted in an American battleship, having succumbed to an offer of £100 down and three times the pay he was receiving in the British Navy. Cases of this kind were common enough during the Spanish-American war.

THE NEW PACIFIC CABLE.

On the Fourth of July the Postal Telegraph Company, in connection with the opening of the new cable to the Philippines and other insular possessions of the United States in the Pacific, will make an effort to circle the globe from its New York offices in forty seconds. The message will be sent from the main office of the Postal Company at 253, Broadway, New York, and it is expected that it will be received on the opposite side of the room 41 seconds after the operator sends it on the other. This feat will follow immediately after the exchange of messages between President Roosevelt and Governor Taft. The message will travel over but two lines practically. These will be the land and ocean wires of the Postal and the Commercial Cable Company, which may be considered one, and those of the Eastern Cable Company. The latest Manila papers state that, according to Mr. Cantrius, representative at Manila of the Pacific Commercial Cable Co., in all probability the *Colonia* would commence the work of laying the last section of the cable, between Midway and Honolulu, some time on the 25th inst. "In about a week's time a connection should be established with Honolulu," said the representative and then the line will be complete between Manila and San Francisco.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—The barometer has fallen over E. Japan and the E. coast of China, risen over W. Japan and the Loochoos. Pressure is high over the W. coast of Japan, and the S. part of the China Sea; low in the E. part of the Sea of Japan, and over China to the S. of the Yangtze, where a depression is probably forming. Moderate to fresh SE. and S. winds in the Formosa Channel, fresh SW. monsoon over the N. part of the China Sea. Forecast:—Fresh SW. winds; squally, showery.

TELEGRAMS.

REUTER'S SERVICE.

THE U.S. SQUADRON AT KIEL.

LONDON, 27th June.

At a banquet at Kiel, the Kaiser, in toasting President Roosevelt and the United States, said he rejoiced that his hopes of Prince Hoary's recent visit to the United States leading to a better understanding between the two countries had been fully realised; Germans all admired President Roosevelt and readily grasped the hand extended across the ocean in hearty friendship.

THE GERMAN ELECTIONS.

LONDON, 27th June.

The Social Democrats have secured 82 seats in the new Reichstag, as compared to 58 in the old.

THE SOMALILAND EXPEDITION.

LONDON, 27th June.

General Manning telegraphs that he reached Bobote on the 26th June from Damot, capturing a number of camels and sheep and driving off a small body of the enemy on the way.

RUSSIA AND THE UNITED STATES.

LONDON, 27th June.

Russia has notified the United States that she profoundly regrets President Roosevelt's intention to forward a petition in favour of the Russian Jews in connection with the Kishineff massacre, and that she will return it if sent, objecting to interference in her internal affairs.

THE ALLEGED RUSSO-JAPANESE UNDERSTANDING.

The following is the text of the now discredited "agreement" between Russia and Japan over Manchuria and Korean affairs. It appeared first in a Tokyo despatch of the 17th inst. to the *Yushin Nippo*:—

The Governments of Japan and Russia respectively, being desirous of avoiding a conflict of their respective interests, both political and commercial, in Manchuria and Korea, and also to avoid the infringement of their respective rights and interests, and with the object of promoting friendly and cordial relations in the future, have drawn up the following stipulations:—

I. It is agreed that the Russian Government shall carry out with the least possible delay the evacuation of Manchuria in the second stage—the withdrawal of the remainder of the troops in the hinking provinces and the troops in Kirin provinces. The Russian authorities, however, shall be allowed to station a police force necessary for the protection of the Eastern Chinese Railway and the rights already obtained by Russia within such limits, but shall not infringe the sovereign power of China or interfere with the commerce of Japan.

II. The Russian Government has no objection to opening Mukden, Yingkow (Newchwang) and Tientsin to the trade of Japan and other countries, and agrees that in case Japanese subjects travelling in Manchuria are molested by bandits or interfered with in any other way the Russian police force shall render them every assistance.

III. When the Japanese Government desires to establish consulates in the three cities referred to in the preceding Article, the Russian Government undertakes to offer no objection.

IV. The present administrative organisation of Manchuria shall be maintained as at present, providing that such organisation does not interfere with the rights and privileges to be enjoyed by the Japanese. The Russian Government also consents to Japanese settling within certain limits in Manchuria.

V. The Russian Government, recognising the growth of Japanese influence in Korea, has no objection to Japan acquiring the following privileges, providing that Russian interests be not prejudiced thereby:—1. The construction of a railway from Seoul to Wiju. 2. The appointment of a Japanese subject as chief adviser to the Korean Government. 3. That the privilege now enjoyed by Russians of cutting lumber on Ul-leung-do (an island near Gusan) shall be assigned to the Japanese.

VI. This Memorandum is provisionally agreed upon, and is to be signed by the Russian Minister for Foreign Affairs and the Japanese Plenipotentiary on behalf of their respective Governments before it takes effect.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Coronanda* left Singapore for this port on the 27th inst., at 4 p.m., with the outward English mails, and is due here on the 2nd prox., at about noon.

The C.P.E. steamer *Empress of Japan* arrived at Yokohama at 6 a.m. on the 29th inst., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 3 p.m., to-day.

The C.E.R. steamer *Empress of India* arrived at Nagasaki at 8 a.m. on the 29th inst., and left again at 5 p.m. same day for Kobe, where she is due to arrive at 8 p.m., to-day.

The O. & C. steamer *Coptic* left Shanghai for this port on the 28th inst., at 10 a.m.

The Imperial German mail steamer *Preussen* left Kobe via Nagasaki, Shanghai and Foochow, on the 28th inst., p.m., and may be expected here on the 8th prox.

The N.G.I. steamer *Ischia* left Singapore for this port yesterday, and may be expected here on the 3rd prox.

The G.M. steamer *Keenan* left Victoria (B.C.) on the 28th inst. for Kobe and Hongkong.

The C.P.R. steamer *Tartar* arrived at Nagasaki at 7 a.m. on the 29th inst., and left again at 10 p.m. same day for Shanghai, where she is due to arrive at 4 a.m., to-morrow.

A TRIP TO SAM CHUN.

SERIOUS FLOODS.

It was not Sam Chun for which we originally started; our objective was a British police station in the New Territory; but when it is explained that our journey began amid the torrential downpour of Sunday, doubtless there will be no surprise felt that a trip so undertaken should terminate at a different point from that which was intended to be reached. We two travellers had a cheerless prospect when the "boy" called us at 4.45 a.m. The rain was coming down in streams, and vivid lightning flashed between the thunder-rolls. But there were resolute streaks in the East and we resolved to attempt the venture. To gulp a mouthful of tea and masticate a bite of breakfast were the work of a few minutes. Rickshaws had been got from some mysterious place by the "small boy," and we were about to rush downstairs and enter them when—horror of horrors!—it was found that whisky was coming from the bottom of our provision satchel. The spirit-flask had become uncorked and lavishly decanted all its contents over the sand wicks and a cap. And there was not another drop in the house.

But we set out. All the way to the wharf towards West Point from which the launch for the Sam Chun river starts, rain, thunder and lightning continued, and we caught the steamer by the skin of our teeth for it had already cast off when our dead-beaten rickshaw-pullers ran up to the wharf. No Europeans on board but ourselves. The coxswain directed us to go on the bridge-deck and we did. But from our point of vantage we could not see farther than a hundred yards. So we ran out beyond Capelinum Pass, steering by the compass and falling on our part to recognise even the old familiar landmarks; and then we gained the open, oily sea, it waves beat level by the rain. Never once during our three-hour run to the mouth of the river did the rain cease. It beat in upon us on the bridge-deck with unabated fury, rendering mackintoshes and underclothing alike wet through and through. It was then our whisky-sodden sandwiches came to be devoured, and with what relief!

As soon as the river was entered upon it was obvious what tremendous rains had been falling up-country. Square miles upon square miles of paddy and cane-fields were under water. The channel of the river was lost in a huge lake covering the whole valley. Our steamer, the *Yingfat*, was unable to proceed up as far as usual towards Sam Chun. About a mile below the city the passengers were taken off by ferry-boats and these by dint of laborious poling and rowing were got up over the paddy-fields to a point opposite the city but cut off by a wide-spreading torrent with a fearful current. Sam Chun is in Chinese territory. The river on which it stands is British and on the opposite side of the river is the New Territory. So that on landing we and a likewise unfortunate Indian constable bound for Shung Shui, equally wet and wretched with ourselves, were made aware of the still further dejecting news that it was utterly impossible to cross the river—and indeed it looked it—and that we must be prepared to stop the night in that seemingly inhospitable, watery country; for by this time our launch had long turned about and gone back to Hongkong.

But, as is often the case, when things seem at the worst they turn for the better; and so it was with ours. Suddenly out of the flooded paddy-fields stalked two oldskin-clad figures, the first Europeans we had seen. They enquired kindly about our misfortunes and when they heard of them were more than generous in their offers of assistance. They were Messrs. Whitcomb and Corbin of the Chinese Customs. There was no use attempting the passage of the river, was their word, and we might as well make the best of matters and accompany them to the Customs quarters. Gladly we availed ourselves of their offer and soon were revelling in dry clothes which if some sizes too big or too small as the case might be were at any rate as welcome as flowers in Spring; still the spectacle of a five-foot-fourman in a six-foot-four man's pants does exercise the risible faculties. With gossip, good cheer, the cribbage-board, and speculating on the fall of the food we passed away the time until dark; but even though the spate showed signs of subsiding and green parts of the higher growing harvest began to show through the area of yellow water, the river itself was still impassable and we three derelicts had perforce to stay for the night.

Seen even under a rainy atmosphere Sam Chun is a beautiful place; but for bull-frogs there is no spot on earth can touch it. Perhaps it was the rain that brought them, but at any rate that night they proved "the bull-frog isn't no nightingale." It was a sort of consolation that next morning the flocks of ducks did such havoc among their insubmersible off-spring.

And in the morning what a change there. No signs of a flood to meet the first glance. The paddy-fields are green and fresh. The river dells are nearly invisible between their banks. Ah! but yes. There away out on the river lies a launch—the *Yutsum*—high and dry amid the fields; and nearby is a junk in similar plight. And when one descends to the erstwhile gigantic lake-bed one finds the walks and the bridges broken, and the townspeople complain of flooding of their houses and shops and great damage done. It was only three days before the rain came that they had been praying fervently for it. It came in more abundance than was desired but happily did not greatly injure the ripening crops and so "good joss" once more is thanked; and as we glided down the river the Yellow Dragon on the Cus'cm Station faded gradually from our view.

CORRESPONDENCE.

WHO OR WHOM?

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 29th June.

SIR.—In a recent number of a Straits paper the writer of a "topical" column observes—"Punch poses as an authority on English grammar, and gently hints that the sentence 'Who is it by?' is ungrammatical. To some this savours of pedantry—to us it is an error on Mr. Punch's part. 'Who is it by?' is absolutely correct; and 'Whom is it by?'—which the Sage of Bowdler Street evidently prefers—is simply wrong. It has to be remembered that in English, the interrogative 'who?' is used as a contraction for 'who is it that?' (like the French *Qui est-ce que?*). 'Who was it written by?' is an elliptical way of saying 'Who is it that it was written by?' and it would be wrong to say 'Whom was it written by?' It is a tolerably safe rule, Mr. Punch, to use 'who' in nearly all cases where the governing verb or proposition follows the interrogative, especially when it follows at a considerable distance. It is correct to say 'who did he marry?' though many prefer 'whom did he marry?' 'For whom did he buy the bracelet?' is right; but 'whom did he buy the bracelet for?' is wrong, besides being inelegant. I cannot conceive what the writer of the above means when he says that 'it must be remembered' that the interrogative 'who' is used as a contraction for 'who is it that.' Why should we remember any such absurdity? What, I should like to know, is the 'who' in 'who is it that?' Is it 'turn' a contraction, etc., and must we go on expanding 'who is it that is it that?' *ad infinitum*? In that case we might be tempted to write 'who the case was a more forcible contraction. I suspect that the Singapore writer is one of those who like to be more pedantic than the pedants and to prove by hook or crook that the popular use is right because the pedants say it is wrong.—Yours, etc.,

INTERROGATIVE.

[The matter is not of grave importance to Hongkong, but we must agree with our correspondent that the interrogative 'whom?' and not 'who?' is the correct form in the phrases quoted above. The theory about contraction seems unreasonable.—ED. D.P.]

COLONIAL TARIFFS: IMPERIAL FEDERATION: THE EMPIRE'S TRADE.

TO THE EDITOR OF THE "DAILY PRESS,"
Primrose Club.

S. James, London, 29th May.

SIR.—The time is ripe whilst Imperial Federation is in the air to drive home the advantages Mr. Chamberlain has pointed out. Now is a grand opportunity for the Primrose and Empire leagues to emphasise the fact our Empire can and should be self-supporting: our Colonies should support the Mother Country and not rest satisfied till our Empire is self-contained and independent of the world, then our supplies during war would be assured. Let us grasp the opportunity. Imperial Federation based on the principles, one flag, one law, one monetary standard or system and uniformity in coinage, weights, measures, etc.—the metric system for choice—unity in hearts and methods.

Our colonies are ripe for expansion of trade. Let our Colonial Governments lead the way by offering prizes for the best suggestions for the extension of trade in their respective colonies. I can point out two articles which could be grown successfully in most colonies for our mutual gain, viz., flax and ramie. The former is grown for seed and the straw wasted; this could yield enormous returns if properly handled. Ramie is the strongest of all fibres and can be easily grown in most of our colonies. It is a substitute for cotton and offers enormous possibilities; it is undoubtedly the textile of the future, and if our Colonial Governments would foster the growth of this great material we should be independent of America for cotton, no more rings or corners, a Lancashire famine could not again happen, the sugar planters should not be ruined to let a foreign nation prosper. Such a policy as Mr. Chamberlain suggests would enable our Colonies to make use of the bounties the geographical position has given them and out of the "bounty" by which foreign Governments crush them. There is a vast Empire and opportunity offers the chance of making our Empire self-contained and independent of the world. Can we embrace it? By all means, yes! And let us not rest till we have done so. We are not aggressive, and British prosperity is a safeguard to peace. As one family let our Colonies join us for our mutual support; any adverse tariffs foreign nations choose to put on will be to their own cost as they will soon feel the loss of our money and offer us such goods as we must have from them at fair rates in exchange for ours. Retaliation is a card we can always play. Free trade is grand where all the nations play level, but to handicap our own people, and enrich the foreigner at our own expense, is folly. Give our colonies the chance and let our money go to enrich them and prosperity will bless our Empire. The theme is wide enough to fill columns, but I will no longer trespass on your patience and space, but conclude by offering my services to anyone wanting particulars as to flax and ramie-growing and manufacturing. There is a vast opening for capital, and I can reasonably not only sound our colonies grow flax and ramie but on account of its simple treatment even start manufacturing for their own use. It is only a question of money. I hope others will take up the spirit of this letter and point out to our colonial brethren how they can expand in other directions. Invite our capitalists to come forward and invest in our home and colonial trades and not foster foreign railways (Bagdad) and manufacturing in the ultimate rivalry to our own industries. If the capitalists will support our colonies it will all help towards the advancement of our great Empire and bring Imperial Federation in the range of no far-off accomplishment.—Yours, etc.,
D. EDWARDS-REACLYFFE.

THE RAIN-STORM.

Later reports show that the damage by the rain, though in no case serious, is more widespread than at first supposed. The western portion of the city seems to have suffered the most heavily. About seven o'clock on Sunday morning an immense quantity of earth and a rock weighing about twenty tons slipped from the hillside below Belcher's Battery and precipitated itself against the back wall of house No. 52, Queen's Road West, making a large hole therein and leaving the remainder of the wall in such a shaky condition that the Public Works Department had to be immediately notified in order that shoring operations might be carried out as soon as possible. Bonham Road is blocked near Ripon Terrace by the debris of a retaining wall which gave way during the storm. Hospital Road shows some very bad rats, and Richmond Road near "Larkspur" is rendered dangerous by a subsidence which occurred there. The rush of water from the nullah at Upper Richmond Road has made passenger traffic almost impossible, and the nullah itself is choked by tons of displaced material. Two handlamps took place on Pakulum Road near Belcher's Fort, and one near the slaughter-house at Kennedytown, besides minor happenings, such as the cutting up of roads here and there, the uprooting of trees, and the damaging of lighting plants.

The state of affairs is practically similar in other parts of the Colony, both in Victoria and in Kowloon. Wanchai bears severe traces in parts of the severity of the rains. The Kennedy Road is impassable in parts through landslips, and at Happy Valley the Race course and recreation-grounds were inundated. In Kowloon, the most serious damage is to be seen on the road leading to the Walled City, which is ploughed up badly over great stretches; at the Police Station at the entrance to Kowloon City floods gathered, and kept the occupants imprisoned for a time. From no quarter, however, has information come of injury to anyone. The doctors have thus been saved a task, and the only department whose time will be fully occupied in repairing the damage is the Public Works Department.

SUPREME COURT.

Monday, 29th June.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR WM. M. GOODMAN (CHIEF JUSTICE).

ALLEGED SUBORNING OF A WITNESS.

Lau Mai pleaded not guilty to charges of suborning a witness to commit perjury in connection with a case heard before the Land Court on or about 11th November, 1902.

The Hon. Sir H. S. Berkeley, K.C., Attorney-General (instructed by Mr. F. B. L. Bowley, Crown Solicitor), presented, and Mr. E. H. Sharp, K.C. (instructed by Mr. P. W. Goldring, solicitor, of Messrs. Deacon & Hastings), defended.

The following jury was empanelled:—Messrs. F. E. Sluster (foreman), A. M. Call, W. C. D. Turner, W. H. Parrell, A. Beattie, C. König, and G. Bruce.

The Attorney-General stated the case to the jury, and said that the indictment, stripped of its legal technical "flourish," charged the defendant with inciting and encouraging and procuring one Lau Mai to give false evidence before the Land Court on the occasion of the hearing of a claim to a certain piece of land in the New Territory. The facts were, simply, that the land in question, which had belonged to a family named Lau, was sold in 1892, three years after the death at Singapore of the head of the Lau family, to one Ng Lo Sam, by the surviving members of the family.

Following the discovery subsequently—nine years later, to be precise—of an old deed referring to the piece of land in question, the prisoner, it was alleged, induced the widow and youngest son of the deceased head man Lau, both of whom were signatories to the deed of sale to Ng Lo Sam, to commence an action in the Land Court to regain ownership of the land. Lau Mai, the widow's second son, was suborned by the prisoner, it would be shown in evidence, to give false evidence destructive of the claim of Ng Lo Sam and the validity of the deed which he had received; he (Lau Mai) was sentenced eventually to three months' hard labour for perjury.

Evidence was called, and was not completed when the court adjourned.

MARINE COURT.

Monday, 29th June.

BEFORE THE HON. R. MURRAY RUMSEY, R.N. (HARBOUR MASTER).

REFUSING DUTY.

Four European fishermen on the British steamer *Heron* (Captain Walsh), which arrived from Moji on Saturday with coals, were charged on the complaint of the master with unlawfully refusing duty.

The defendants pleaded not guilty, and urged that the food on board was bad. The evidence against them in effect was that, when the complainant declined to advance them money, they then and there refused to do another hand's turn.

Bis Workshop, who characterised the offence as gross, sentenced the accused to 14 days' hard labour each.

BIG FIRE IN MANILA.

Manila exchanges bring the news that the warehouses and factory of the Compania General de Tabacos were almost entirely destroyed by fire on the 25th ult. The loss is roughly placed at about three million dollars gold. The factory building being valued at two million and the stock which was consumed at one million. The fire is believed to be the work of incendiaries, as it started in two places at once,

LATE TELEGRAMS.

[VIA SHANGHAI AND JAPAN.]

MANCHURIA.

THE STATE OF THE QUESTION IN PEKING.

Peking, 24th June.

I learn from a most reliable source that the settlement of the Manchurian Convention between Russia and China is proceeding with unexpected rapidity and calmness. The new agreement, containing four articles, proposed by the Russian Minister Mr. Lessar has already been sent to St. Petersburg with Prince Ching's concurrence, and if the Russian Government makes no objection, it will be promptly signed. It is not definitely ascertained how far the four articles of the new agreement concurred with the former agreement. The English and Japanese Ministers seem to be quite in the dark as to them, as Prince Ching, who used to consult with them when China was urging him to agree to the former seven articles, has suddenly changed his attitude towards them since his sick leave, and has given them no information as to the progress of the negotiations, which he has kept quite secret. It is certain that Prince Ching grows day by day more disposed toward Russia, for the following reasons:—First, he has been persuaded that he cannot rely on the Japanese Government, notwithstanding the steady assurances of Mr. Uchida, the Japanese Minister, while the Prince was between the devil and the deep sea, with Russia urging him on the one hand and Japan on the other, fostering his irresolution. Secondly, Russia has at last made Prince Ching recognise that it will be better for him to rely upon Russia than upon England and Japan, through the assistance of Mr. Yong Sha, the Imperial Prince with the greatest influence at Court, whose goodwill Russia has succeeded in securing. Thirdly, it is stated that Prince Ching himself has received substantial favours from Russia. Russia, availing herself of the present opportunity, is hurrying on the construction of a railway from Liaoyang to Antang, at the mouth of the Yalu. The comprador of the Russo-Chinese Bank is reported to have taken the contract for the work, and is now enlisting coolies at Tientsin so that the work may be proceeded with at once.—N.C. Daily News.

GENERAL NEWS.

SERBIA.

London, 10th June.

The Skoptshina have unanimously elected Karageorgievich as King, and have also granted an amnesty to the murderers of the late King and Queen. A deposition is proceeding to Geneva with the object of formally offering the throne to Peter Karageorgievich, who is understood to have accepted the position, though at the same time he objects to the ringleader (in the recent assassination) holding the portfolio of Public Works in the new ministry. The King has promised the people full liberties.

17th June.

The Tsar of Russia and the King of Italy have telegraphed their congratulations to King Peter the First of Serbia. The Serbian Government have granted immunity to all who participated in the recent coup d'état. A religious service has been celebrated in the Cathedral at Belgrade. The Archbishop publicly thanked the Army for the service they had rendered their countrymen.

THE KAISER AT HAMBURG.

Berlin, 22nd June.

H.M. the Emperor on Saturday attended in Hamburg the unveiling of a monument to Emperor Wilhelm I. and the opening of the Kaiser Wilhelm Harbour (the new harbour on Kuhwärder). At the banquet given to him by the City in the splendid rooms of the City Hall, the Emperor returned thanks for the overwhelming reception given to him by the population. He then spoke of the great future which was to be expected for Germany. As Hamburg was endeavouring to be the first in the world in all matters relating to shipping, the Emperor said, so the whole German Empire was endeavouring to be the first on the road of enlightenment and practical Christianity. That would prove a blessing to the whole world and render Germany a true conservator of peace from whom the other countries would not withhold their admiration.—O. Lloyd.

ITALY'S MINISTERIAL CRISIS.

Berlin, 22nd June.

The Ministerial crisis in Italy has come to an end through the resignations handed in by the Minister of Interior, Signor Giolitti, and the Minister of the Navy, Admiral Bottole, who assumed office only three months ago.—O. Lloyd.

SOMALILAND.

London, 22nd June.

The 27th Punjab, with 250 British and 250 native Mounted Infantry, are to proceed forthwith to Somaliland from India, and other troops have been warned to hold themselves in readiness.—N.C. D.N.

THE BAGDAD RAILWAY.

London, 23rd June.

According to Brussels telegrams, the French and German Bagdad Railway Syndicates, with the support of their Governments, have concluded a new agreement, dividing the directorate equally between them, allotting to each forty per cent. of the original stock, the rest being left to Austria, Switzerland, Belgium, and Holland. The Bagdad Section is to be begun immediately.—N.C. D.N.

RUSSIA ON THE YALU.

Tokyo, 23rd June.

It is semi-officially stated in Tokyo that Russia last autumn demanded a 25 years' lease of land on the northern bank of the Yalu, and the Chinese Government not having replied Russia is now treating the land as her own property.—N.C. D.N.

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[38]

AN ALLEGED FAILURE OF JUSTICE.

London, 24th June.

The seven officers accused in the Capetown "ragging" case have been acquitted by the court-martial. The newspapers have received the acquittal with surprise and disapprobation, bordering on indignation. They declare that only in a strained legal sense can it be said that the conduct of the defendants was not unbecoming to officers and gentlemen. The evidence, they say, emphasises the necessity for rigorous suppression of ragging.—N.C. D.N.

[VIA CEYLON.]

GENERAL NEWS.

MR. CHAMBERLAIN.

London, 13th June.

Mr. Chamberlain intends to deliver a series of speeches in the autumn, dealing with the whole question of tariffs and its various aspects.

London, 13th June.

Mr. Chamberlain, replying to a correspondent, says that to fear that we should lose foreign trade by keeping our hands free to bargain with foreign nations is absurd. The foreign trade of Germany and the United States has increased much quicker than ours, notwithstanding Protection, while the cost of living in the United States leaves a much larger margin for the workman.

"SHAMROCK III" AT NEW YORK.

London, 14th June.

Shamrock III has arrived at New York after a stormy voyage; but she sustained no damage.

ALLEGED ANGO-SIAMESE TREATY.

London, 14th June.

A telegram from Bangkok received in Paris says that an Anglo-Siamese Agreement has been signed leaving the administration of Kelantan in the hands of the English, whose Resident must be approved by the King. A British guard of three hundred will be maintained.

THE MACEDONIAN PROBLEM.

London, 14th June.

As the result of the excesses of Turkish troops and Bashi-Bazouks, the population of the Kilkis district has been seized with panic. 1,350 fugitives, driven in the Burgas district on Friday, and the influx continues.

MULLAN ACTIVE AGAIN.

London, 15th June.

A War Office despatch from Bobotte states that the Mullah has cut the telegraphs and executed a flank march, with the intention of raiding the line of communications between Bobotte and Berbera. All posts are being strengthened. A *Daily Telegraph* despatch from Aden states that the Mullah has cut up a convoy between Gorier and Bobotte. According to native rumour, Colonel Cobbe is surrounded at Galadi, and Brigadier-General Manning is unable to move to his assistance.

MR. RITCHIE AND CANADA.

London, 14th June.

Mr. Ritchie, on Friday, in the House of Commons, expressed regret that Canada contributes nothing to Imperial expenditure.

THE SERBIAN HORROR.

London, 14th June.

The same London correspondent telegraphs that Queen Draga's body was fearfully hacked by her murderers; but her sisters were not killed, but banished.

SEQUEL TO THE FATAL ETJON FIRE.

London, 14th June.

An Etsonian was detected setting fire to a wing where forty were asleep. He was among those rescued on Whit Monday, and professes unconsciousness of the act.

AWFUL JUNE 11 THER.

London, 15th June.

The wet and cold weather for the past week in England has been unprecedented for eighty years. Floods have disorganised the suburban railway traffic, and the fruit crops have been seriously damaged.

LORD ROBERTS'S VISIT TO AMERICA.

London, 15th June.

Probably Lord Roberts's visit to the United States will be in October next. President Roosevelt has assured him of a warm welcome.

THE DALNY CUSTOMS.

It is stated that the Imperial Chinese Customs will soon open an office at Dalny. Sir Robert Hart has appointed a Russian subject to be commissioner. According to one view this represents some kind of compromise, the Russians having agreed that in consideration of such an appointment they will offer no further opposition to the assumption of duty-collecting functions by the Chinese Customs. Others contend, however, that the appointment represents the first stage in a programme for placing the Customs of Manchuria and North China under joint Chinese and Russian management. Indeed an agreement in that sense is said to have been actually signed. The latter theory derives some weight from the fact that the new appointee, Mr. Protasoff (?), is not a Customs officer; he has hitherto been a secretary in the service of the Russian authorities at Tientsin. Sir Robert Hart's recent appointment of a Russian subject to be Commissioner of Customs at Newchwang caused much comment, and it must be confessed that, considering the comparatively insignificant character of Russia's trade with North China, her ambition to be

entrusted with a leading place in the control of the Customs has little justification. It would be unfair to criticise Sir Robert Hart's action since we have no knowledge of the inner history of the matter, but in the Dalny appointment Japanese journals agree in stating that the Inspector-General's share in the matter is purely nominal, a face-saving business, in short, and that the whole authority will be in the hands of the Russians, who will prepare the reports and lodge the duties with the Russo-Chinese Bank.—*Japan Mail*.

ASIATIC LABOUR IN THE TRANSVAAL.

In the House of Commons on the 25th May, Mr. Keir Hardie asked the Secretary of State for the Colonies whether His Majesty's Government has sanctioned or is lending support to the movement of the mine-owners to import Chinese or other Asiatic labour into the Transvaal.

Mr. Chamberlain: The answer is in the negative. (Hear, hear.)

Mr. J. Ellis asked the Colonial Secretary whether he had received reports of the meeting held in Johannesburg early in April, and attended by about 5,000 men, at which a resolution was adopted, with perfect unanimity, against the introduction of Asiatic labour for the mines or other industries in the Transvaal, whether the Government have expressed any opinion on this question in despatches to Lord Milner or otherwise, and in that case, when papers on the subject may be expected to be laid on the table.

Mr. Chamberlain: I have seen a report of the meeting referred to. The opinions I expressed to Lord Milner when I was in South Africa are the same as those contained in my statement in the House of Commons on March 19. (Hear, hear.)

On the 26th Mr. Trevelyan asked the Colonial Secretary whether he was aware that 2,000 or 3,000 Chinese labourers are being hired in America with a view to their transportation to South Africa to work in the Transvaal mines; and, if so, whether he can state what action the Transvaal Government will take in the matter.

Mr. Chamberlain: I have seen a report to this effect in the newspapers, but I have no reason for supposing that it has any foundation.

On the 27th, in reply to Mr. Labouchere, who asked whether the Rand Native Labour Association has sent persons to China to enquire into possibilities of procuring Chinese to work in the Transvaal mines under contract, and whether the House will have an opportunity to express an opinion as to such importations being permitted before they are allowed by Lord Milner, Mr. Chamberlain said: I am aware of the fact stated in the first part of the question. There is, of course, nothing to prevent the House from discussing the question, but in my opinion such discussion at the present time would be entirely premature.



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DR. M. H. CHAUN,

27, DES VOUX ROAD CENTRAL HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1903.

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NEW ADVERTISEMENTS

FROM August 25th, COSMOPOLITAN HOUSE (unfurnished). 13 Large Rooms, Kitchen, etc., etc. Apply—
MANAGER,
Wm. Powell, Ltd.
Hongkong, 30th June, 1903. [1867]

LOST.

ON sea front, near 14th Bombay Mess, Kowloon, on Sunday, 29th June, about 6 P.M., a FOX TERRIER DOG PUPPY, 6 months old; has black head with tan marks over the eyes; a patch of hair lost in front of right ear; large irregular black patch on back; tail black, but short, with a few white hairs at end; answers to the name of "Jack." Anyone bringing same to MAJOR STRICKLAND, 3, Harrow Terrace, Kowloon, will be rewarded. Hongkong, 30th June, 1903. [1846]

NOTICE.

WE the undersigned Passengers by the steamer "Arratoon Apoor," from Singapore to Hongkong, desire to express publicly our appreciation of the kindness and consideration shown to us throughout the voyage by Captain Fey. He took particular pains to make the trip a pleasant one to us, and the recollection of it will long linger in our memories.

We feel it but due to Captain Fey to make this public acknowledgment of his kind thoughtfulness towards us.
CHAN KIM HIN (Singapore).

TAN TJIN IOAN (Mendo, Celebes, Dutch)
TAN TJIN BIE (Netherlands Indies)
TENG SIOE SAM
14, Queen's Road Central,
Hongkong, 29th June, 1903. [1871]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (TUESDAY), the 30th inst., at 11 A.M., at their Sales Rooms, No. 8, DES VUEUX ROAD, Corner of Ice House Street,
A QUANTITY OF PARISIAN TRIMMED HATS, FICHUS, LACE COLLARS, BUCKLES, LADIES' UNDERWEAR, CHILDREN'S BOOTS AND SHOES, &c., &c.

Also
A POSTAGE STAMP ALBUM with about 1,200 Stamps, 2 HAND SEWING MACHINES, and 2 IRON SAFES.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 29th June, 1903. [1864]

NOTICE.

THE steamer "WING CHAI" RESUMES RUNNING on THURSDAY MORNING, the 2nd JULY, SAM WANG & CO., LD.
Hongkong, 30th June, 1903. [1870]

EXCURSIONS TO MACAO.

THE fast and commodious Steamship "WING CHAI" will leave her Wharf, opposite Central Market, EVERY SUNDAY (during the Summer months) at 8.30 A.M., returning at 8 P.M. or later.
FARE—Return Ticket, including Tiffin and Dinner (either on board or at Macao Hotel) \$5. A matched for sea bathing, both for Ladies and Gentlemen, is provided, and bathing clothes, &c., provided at a reasonable rate.
SAM WANG & CO., LD.
Hongkong, 30th June, 1903. [1869]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.
(Taking Cargo at through rates to TSINGTAI, CHINKIANG and HANKOW.)
THE Steamship
"LOONGHOON,"
Captain F. Scholz, will be despatched for the above port TO-DAY, the 30th inst., at 4 P.M., instead of as previously notified.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 29th June, 1903. [1862]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"MACHING,"
Captain Passmore, will be despatched for the above ports on THURSDAY, the 2nd July, at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LAFFRAK & CO.,
General Managers.
Hongkong, 30th June, 1903. [1865]

HAMBURG-AMERIKA LINIE.

S.S. "ARABIA" FROM NEW YORK.
The cargo on above steamer having arrived here to-day by the O. S. S. Co.'s Steamship
"TYDEUS,"
from Singapore. Consignees are hereby requested to send in their Bills of Lading for countersignature by the Undersigned.
The cargo will be landed into the Godowns of the O. S. S. Co., at Wharfedale, and stored at Consignees' risk and expense.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Monday, the 6th July a.c. will be subject to rent.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 29th June, 1903. [1868]

PROTECT YOUR OWN OLD AGE

YOU DON'T HAVE TO DIE TO WIN
by securing for yourself a guarantee income for LIFE.
Protection for your family too if you die.
The Continuous Instalment Endowment accomplishes both.
THE EQUITABLE.
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F. KIENE, Manager.
Hongkong, 29th June, 1903. [1848]

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(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)
THE Steamship
"ISCHI,"
Captain Magagnoli, will be despatched as above on MONDAY, the 13th July, at NOON.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 30th June, 1903. [1867]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship
"LAISANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 P.M., the 1st July, will be landed at Consignees' risk and expense into Godowns at EAST POINT.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARLINE, MATHESSON & CO., General Managers.
Hongkong, 29th June, 1903. [1863]

OCEAN STEAMSHIP COMPANY, LIMITED.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
CONSIGNEES per Company's Steamer
"TYDEUS,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at "consignees' risk." The Cargo will be ready for delivery from Craft or Godown on and after the 30th inst.
Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 6th July.
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 6th July will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 13th July, or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th June, 1903. [10-12]

STEAMSHIP "POLYNESIEN."
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo from London ex s.s. "Memphis," and from Bordeaux ex s.s. "Ville de Lorient," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-day, the 29th inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 6th July, at NOON, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 6th July, or they will not be recognised.
All damaged packages will be examined on Monday, the 6th July, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 29th June, 1903. [2]

THE P. & O. S. N. Co.'s Steamer
"MAZAGON,"
FROM BOMBAY AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 6th prox., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWITT,
Superintendent.
Hongkong, 29th June, 1903. [1]

WE have LOST No. 13,587 Delivery Order marked G2 and GB for 500 Bags White Sugar, on the 22nd inst., which was issued by Messrs. Wm. Messer & Co. to the Hongkong and Kowloon Wharf and Godown Co., Limited, under the Godown Warrant No. 58,988.
We have reported the loss to the said Company and it has been cancelled and is therefore valueless.
HENG SENG CHEONG.
Hongkong, 29th June, 1903. [1858]

LESSONS WANTED.
GERMAN LESSONS wanted. Quote Terms.
W. L.
Care of Daily Press Office.
Hongkong, 26th June, 1903. [1835]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTEENTH ORDINARY MEETING of the SHAREHOLDERS of the COMPANY will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 11th JULY, at 12.30 P.M., for the purpose of presenting the Report of the Directors (together with a Statement of Accounts to 30th April, 1903, and electing Directors and Auditors).
The TRANSFER BOOKS of the Company will be CLOSED from the 27th inst. to the 11th prox., both days inclusive.
By order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th June, 1903. [1782]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.
NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA LIGHT AND POWER COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 14, Des Voeux Road Central, Victoria, Hongkong, on MONDAY, the 13th day of JULY, at 11 in the forenoon, when the subject of the Resolutions which were passed at a meeting held on 27th June, 1903, will be submitted for confirmation as Special Resolutions:
1. "That the capital of the Company be reduced from \$300,000 (divided into 15,000 shares of \$20 each) to \$150,000 (divided into 15,000 shares of \$10 each) and that such reduction be effected by reducing the nominal amount of all the shares in the Company's capital from \$20 to \$10 per share.
2. "That after such reduction the capital of the Company be increased from \$150,000 (divided into 15,000 shares of \$10 each) to \$300,000 (divided into 30,000 shares of \$10 each) by the creation of 15,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company in the ratio and proportion of one new share for every old share in the Company held by the respective shareholders thereof.
3. "That in consideration of the guarantee and undertaking now given by Messrs. Shewan, Tomes & Co. (the General Managers of the Company) and testified by their signature hereto (and to be further testified by the execution by the said Shewan, Tomes & Co. of a separate instrument of guarantee to be executed contemporaneously with the Debenture Trust Deed or Mortgage hereinafter referred to and to be held by the Trustees thereof to be appointed as hereinafter mentioned) that the dividend for the years 1903, 1904 and 1905 in respect of the new shares referred to in the second of the preceding resolutions shall not fall below the rate of 6 per centum per annum in each and every one of the said three years the said Shewan, Tomes & Co. as such General Managers as aforesaid be and they hereby are authorised to issue Debentures to the amount of not more than \$200,000 on the property of the Company to be secured by a duly executed Mortgage thereon for and on behalf of the Debenture holders as the said Shewan, Tomes & Co. may by writing under their hand appoint. The said Debentures to be issued in the shape of Bonds for \$1,000 or \$100 each at the Debenture holders' option respectively but so that the aggregate amount in value of such Debentures taken together shall not exceed the sum of \$200,000. The Bonds for and in respect of the amount not exceeding 25 per cent on the face value thereof but so that the holders respectively of such Debentures shall not be entitled to be repaid more than the face value thereof. The said Debentures to bear interest at the rate of 8 per cent. per annum to be computed from the date of actual issue to the respective holders thereof and to be repayable within 5 years from and after the date of such actual issue in manner following, that is to say No portion of the amount paid in respect of any of such Debentures shall be repayable during the first three years following the date of the actual issue thereof but upon the expiration of such period of three years there shall be repaid in respect of each Debenture to each and every holder thereof
(a) "One quarter of the amount paid in respect thereof within six calendar months following the expiration of the said period of three years";
(b) "A quarter of the amount paid in respect thereof within twelve calendar months following the expiration of the said period of three years";
(c) "One quarter of the amount paid in respect thereof within eighteen calendar months following the expiration of the said period of three years";
(d) "One quarter of the amount paid in respect thereof within twenty-four calendar months following the expiration of the said period of three years".
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 27th June, 1903. [1856]

HONGKONG GUN CLUB.
NOTICE.
IN consequence of the weather the KESSICK CUP COMPETITION for this month POSTPONED till TO-DAY (TUESDAY), the 30th inst., and if the weather hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWITT,
Superintendent.
Hongkong, 29th June, 1903. [1]

WE have LOST No. 13,587 Delivery Order marked G2 and GB for 500 Bags White Sugar, on the 22nd inst., which was issued by Messrs. Wm. Messer & Co. to the Hongkong and Kowloon Wharf and Godown Co., Limited, under the Godown Warrant No. 58,988.
We have reported the loss to the said Company and it has been cancelled and is therefore valueless.
HENG SENG CHEONG.
Hongkong, 29th June, 1903. [1858]

LESSONS WANTED.
GERMAN LESSONS wanted. Quote Terms.
W. L.
Care of Daily Press Office.
Hongkong, 26th June, 1903. [1835]

ENTERTAINMENTS

EUROPEAN AND JAPANESE WRESTLING.

FIRST-CLASS WRESTLING bouts in European and Japanese styles take place at PEATA CENTRAL (opposite Central Market), at 9 P.M. daily, and until further notice. Challenges accepted.
Prizes—1st Class, \$2; 2nd, \$1; 3rd, 50 cents.
S. NARUMI.
Hongkong, 26th June, 1903. [1790]

PROMENADE CONCERT.
A GRAND PROMENADE CONCERT will be held on the VOLUNTARY PARADE GROUND, on SATURDAY, 11th JULY, 1903.
Full details will be announced later.
Hongkong, 30th June, 1903. [1847]

AUCTION.
PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on WEDNESDAY, the 15th JULY, 1903, commencing at 11 A.M., at the Godowns No. 4 & 8, CROSS LANE, Wanchai,
A LARGE AND VARIED ASSORTMENT OF MACHINERY.
Including—
MARINE ENGINES, BOILERS, LATHES, SLOTTING and DRILLING MACHINES, &c.
(Particulars from Catalogue, now ready).
On View from 6th July.
TERMS—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 25th June, 1903. [1823]

NOTICE OF REMOVAL.
THE MUTUAL STORES have this day removed to 25, DES VUEUX ROAD CENTRAL.
Hongkong, 27th June, 1903. [1852]

ZETLAND LODGE, No. 525, E.C.
A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 1st JULY, at 8.30 for 9 P.M., precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 27th June, 1903. [1845]

FOR SALE.
AS a going concern, the
GOODWILL, FURNITURE AND APPURTENANCES
of a well established
BOARDING HOUSE,
situate within 5 minutes' walk of the General Post Office.
The business is paying well, and there is accommodation for 17 boarders.
Satisfactory reasons given for present Lessee selling.
All particulars on application to—
HUGHES & HOUGH,
8, Des Voeux Road,
Corner of Ice House Street,
Hongkong, 29th June, 1903. [1836]

C. LAZARUS & CO.
BILLIARD TABLE MANUFACTURERS,
60 & 61, BENTINCK STREET, CALCUTTA.
SOLE MAKERS OF THE
STANDARD
INDIAN BILLIARD TABLE
A reputation of over EIGHTY YEARS maintained against all competition, and the Standard Billiard Table stands to-day UNRIVALLED.
PERFECT IN DESIGN,
ACCURATE IN CONSTRUCTION,
MODERATE IN PRICE,
EXCELLENT THROUGHOUT.
Price List on Application to the "HONGKONG DAILY PRESS" Office. [2119-1]

CARTRIDGES.
IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.
ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 288G. AIR GUNS and AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong, 28th November, 1902. [11]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1896.
SUBSCRIBED CAPITAL, Shanghai Tin 5,000,000
PAID-UP CAPITAL " " 2,500,000
HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES:
Canton, Hankow, Chinkiang, Peking, Penang, Singapore, Tientsin.
The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.
HONGKONG BRANCH.
Advances made on all approved securities. Bills Discounted.
INTEREST ALLOWED ON DEPOSITS.
At 2% per annum on Current Account daily balances.
3% per annum on Fixed Deposits for 3 months.
4% " " " 6 " " " 6 " " " 12 " " " 24 " " " 36 " " " 48 " " " 60 " " " 72 " " " 84 " " " 96 " " " 108 " " " 120 " " " 132 " " " 144 " " " 156 " " " 168 " " " 180 " " " 192 " " " 204 " " " 216 " " " 228 " " " 240 " " " 252 " " " 264 " " " 276 " " " 288 " " " 300 " " " 312 " " " 324 " " " 336 " " " 348 " " " 360 " " " 372 " " " 384 " " " 396 " " " 408 " " " 420 " " " 432 " " " 444 " " " 456 " " " 468 " " " 480 " " " 492 " " " 504 " " " 516 " " " 528 " " " 540 " " " 552 " " " 564 " " " 576 " " " 588 " " " 600 " " " 612 " " " 624 " " " 636 " " " 648 " " " 660 " " " 672 " " " 684 " " " 696 " " " 708 " " " 720 " " " 732 " " " 744 " " " 756 " " " 768 " " " 780 " " " 792 " " " 804 " " " 816 " " " 828 " " " 840 " " " 852 " " " 864 " " " 876 " " " 888 " " " 900 " " " 912 " " " 924 " " " 936 " " " 948 " " " 960 " " " 972 " " " 984 " " " 996 " " " 1000 " " " 1012 " " " 1024 " " " 1036 " " " 1048 " " " 1060 " " " 1072 " " " 1084 " " " 1096 " " " 1108 " " " 1120 " " " 1132 " " " 1144 " " " 1156 " " " 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HONGKONG
BUSINESS DIRECTORY.

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"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
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CHEONG LEE & CO. Furniture Store.
Established over 20 years. Importers and
Exporters. Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade,
best and cheapest. 8, Queen's Road
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Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
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Road Central.

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F. BLACKHEAD & CO.
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann's Eclair's Genuine Com-
position Red Head Brand.

BISMARCK & CO.
Navy Contractors, Ship Chandeliers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.
Shipchandeliers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers'
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MORE & SHUMUND.
25 and 26, Connaught Road, Praya Central.
Shipchandeliers, Sailmakers, Riggers,
Commission Agents and General
Storekeepers; Sole Agents for
Shipowners Composition ("Grey-
hound Brand") and Blundell's
Spence & Co.'s Composition

WATCHMAKERS

DROZ & CO.
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

TO LET

ONE FIRST-CLASS SPACIOUS
GODOWN at West Point.
Apply to—
"GODOWN"
Care of Daily Press Office.
Hongkong, 16th June, 1903. [1719]

TO LET

FLATS IN MORETON TERRACE,
CAUSEWAY BAY, facing the Polo Ground.
No. 2, RIFON TERRACE (in FLATS).
GODOWNS at BOWLINGTON (PRAYA
EAST).
HOUSES in LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 8th June, 1903. [71]

TO BE LET FURNISHED.

"LAN MOR" (West), PEAK ROAD.
Apply to—
MAJOR TUDOR, R.E.,
or
HUMPHREYS ESTATE & FIN-
ANCE COMPANY, LD.
Hongkong, 18th June, 1903. [1754]

TO LET—IMMEDIATE POSSESSION.

NO. 12, CASTLE ROAD.
Nos. 15, 17 and 19, SEYMOUR ROAD.
GROUND FLOOR of No. 49, PEEL
STREET.
GODOWN, No. 32A, PRAYA EAST.
No. 21, SEYMOUR ROAD. Possession
from 3rd July.
Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 19th June, 1903. [1761]

TO LET.

NOS. 1 & 3, "MAGDALEN TERRACE,"
Corner houses, MAGDALEN GAR.
Apply to—
SPANISH PROCURATION.
Hongkong 1st, January, 1903. [73]

TO LET.

NO. 5, STEWART TERRACE, PEAK.
Furnished, from 5th June to 31st
August, 1903.
"WESTBOURNE VILLA," NORTH
BONHAM ROAD.
"BISNESS VILLA," POKFULUM ROAD.
Land on sea front Kowloon Marine Lot No. 5,
and admirably suited for the storage of coal.
For terms and particulars apply to—
LINSTEAD & DAVIS.
Hongkong, 17th June, 1903. [1046]

TO LET.

"FERNFOOT" UPPER RICHMOND
ROAD.
Apply to—
DEACON & HASTINGS,
10, Queen's Road.
Hongkong, 30th Oct. or 1902. [76]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95
and 96, PRAYA EAST.
Apply to—
H. N. MODY.
Victoria Buildings.
Hongkong, 2nd December, 1902. [82]

TO LE

GODOWNS TO LET.

PRAYA EAST. Spacious Two-storied
and Single-storied Godowns. Suitable
for Yarn or Coal.
Also Land for Coal storage.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 31st March, 1903. [109]

TO LET.

TWO SPACIOUS NEW GODOWNS,
very suitable for Dry Goods.
Apply to—
W. LISAUGHT,
133, Wanchai Road.
Hongkong, 15th April, 1903. [1153]

TO LET.

NO. 17, SEYMOUR ROAD or WOOD-
LANDS WEST to Rent from 15th
JUNE.
Apply to—
E. H.
Care of Daily Press Office.
Hongkong, 16th May, 1903. [143]

TO LET.

"FERNSIDE" ROBINSON ROAD.
Apply to—
E. M. HAZELAND,
35, Queen's Road Central.
Hongkong, 24th June, 1903. [1810]

TO LET.

NO. 3, DUDDELL STREET, ground
floor. Suitable for Offices or Office and
Godown.
Apply to—
SOUTH CHINA MORNING
POST, LD.,
Connaught Road Central.
Hongkong, 27th June, 1903. [1849]

TO LET.

NO. 1, CAMERON VILLAS (PEAK).
A Six-Roomed Bungalow in first-class
condition.
Apply to—
LINSTEAD & DAVIS.
Hongkong, 24th June, 1903. [1818]

TO LET.

FURNISHED HOUSE, 5, KNUXTFORD
TERRACE, for Two or Three Months
from about middle of July. Piano, Tennis Court
and Ricksha. Only household expenses required.
Apply to—
A. A. W.,
5, Knapford Terrace, Kowloon.
Hongkong, 30th June, 1903. [1771]

TO LET—UNFURNISHED.

"COOMBE" MAGAZINE GAR.
Available from 1st April.
Apply to—
Daily Press Office.
Hongkong, 16th February, 1903. [542]

TO LET.

NO. 10, SEYMOUR TERRACE.
No. 13, MOSQUE JUNCTION.
No. 43, CAINE ROAD. Nine-Roomed
Corner House, \$160 exclusive of Taxes.
Nos. 1, 2 and 3, CORONATION
TERRACE. Six Roomed Corner Houses,
\$140 each including Taxes.
FOUR-ROOMED HOUSE on Upper
Levels, fully furnished, for Six Months.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker.
Hongkong, 24th June, 1903. [1398]

TO LET—WITH IMMEDIATE POSSESSION.

TWO SUITES of ROOMS in the Ground
Floor of the Hongkong Club Annex,
suitable for Offices.
Apply to the undersigned.
C. H. GRACE,
Secretary,
Hongkong Club.
Hongkong, 18th June, 1903. [1757]

TO LET.

FIRST FLOOR No. 8, QUEEN'S ROAD
CENTRAL. Suitable for Office.
Apply to—
IP LAN CHUEN,
Care of Mr. A. M. Eschboy,
Nos. 7 and 9, Zetland Street.
Hongkong, 11th June, 1903. [1689]

TO LET.

"HARTLEY" and "WESTLEY"
UPPER RICHMOND ROAD.
"STONY BROOK," LOWER RICHMOND
ROAD.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., LD.
Hongkong, 2nd June, 1903. [150]

BOARD AND RESIDENCE.

MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

"TANG YUEN."

BOARDING ESTABLISHMENT.
SUMMER RATES.
European Supervision. Excellent Cuisine
and Accommodation.
Apply to—
MANAGERESS,
Macdonnell Road;
or
FAIRBANK & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]

"SAVOY HOUSE"

3, LOWER CASTLE ROAD.
BOARD and LODGING. Comfortably
Furnished Rooms. Quiet and Healthy
Locality.
Apply to—
A. SPIELER.
Hongkong, 1st June, 1903. [1557]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Peddar's Hill,
Hongkong, 1st January, 1892

TRAVELLING IN JAPAN.

As so many Hongkong residents at this time
of year visit Japan, the following notes
contributed to the *Kobe Chronicle* by a Japanese
who is not a professional guide but merely
accompanied a party of foreigners at the request
of a certain gentleman who was desirous that
the foreigners should receive as much attention
as possible, may prove interesting. The party
comprised four ladies, four gentlemen, and
some children, and its members had never
visited Japan before.

"Although I have travelled a great deal,"
says the writer, "I have had no opportunity of
personally observing how the hotels for foreign-
ers were worked. It was therefore quite a
new experience, and it is a source of much
disappointment to me to find that some of the
well-known foreign-style hotels run by Japanese
are in a state anything but satisfactory. I do not
mean the hotels in the interior, far from the
open ports, but those in localities long known
as resorts of foreigners. Lack of system and
general superintendence seem to be the chief
drawbacks, and unless a greatly improved
system be adopted they will ultimately be
unable to compete with their foreign rivals.
Another thing that was a source of annoyance
was the conduct of the Japanese, who as a
rule tried to 'squeeze' as much as possible, and
when they found their attempts unavailing
accepted lower figures. In some places,
especially in Kyoto, when the Japanese
foreigners were walking, they will follow solicit-
ing patronage, being joined by more of the
fraternity as the foreigners continue
their walk, notwithstanding repeated notice
that the Japanese are not wanted. An-
other disagreeable experience was that
when we went shopping the proprietor
or whoever was in charge would ask my name
and where I was staying. Of course I knew
why, and told them in plain language that I was
accompanying the foreigners in a friendly
way and consequently would not take anything
in the shape of commission which is said to
be given to certain persons accompanying
foreigners on shopping expeditions, so that if
such a thing was intended they had better reduce
prices to that extent. I made this, in fact, a
kind of set speech. When travelling in one of
the Nippon Yusen Kaisha steamers, one of
the cabin-boys came to me and asked me in a
hesitating manner in what capacity I was
travelling with the foreigners, to which I replied
that I was travelling on an equal standing and
would sit at the same table for meals. I may
say that I highly appreciate the thoughtful
instructions the company gives its servants.
Had they placed me in a place set for hired
interpreters I would have felt greatly annoyed.
What seemed to annoy the foreigners most
was that in railway-carriages, especially in
second-class cars, there were many Japanese
who stretched themselves at full length on the
seats, asleep, or pretending to be asleep, and
who did not attempt to make room when others
came in. And it seemed to cause surprise that
railway officials paid but little attention to the
matter. We travelled much in the second-class
cars on account of there being more room for
all the party travelling together, while the first-
class carriages often consisted of small compart-
ments, not large enough to allow of all the
members of the party being in the same car.
Another thing that annoyed the ladies was the
free puffing of cheap cigarettes in all parts of
the train. The tourists, of course, admired very
much the scenery, and they were particularly
struck by the wisdom and foresight of ancient
priests in selecting as places of worship lonely
places, including some of the prettiest spots,
and planting trees thereabouts.

"It may be interesting to record the opinion
of one of the party as he has given it to me.
'During my trip in Japan,' he said, 'I tried as
nearly as possible to take notice of the general
conditions prevailing. My opinion is that the
country is undergoing the process of develop-
ment, and things are changing into what might
be called more modern methods. This progress
is part of the predestined plan of evolution. I
think during the next few years a great deal of
foreign capital will seek investment in Japan,
and capitalists are only waiting for somewhat
safer conditions in regard to the attitude the
Courts take in relation to property rights, as
one of the general opinions abroad is that
the Japanese Courts favour the Japanese. I
also think that now is a good opportunity
to make money. While this modernising
process is a part of the destiny of the
country, the people of Japan will not experience
general happiness as an immediate result of it.
It is my belief that where great amounts of
capital are available for investment, the profits
are to a large extent made at the expense of the
producing classes, who consequently have to
suffer. Under these circumstances I believe
that great efforts should be made by the
Japanese towards directing and governing these
new conditions so as to keep matters within
proper limitations. To my mind Japanese
should do all in their power to keep Japan for
the Japanese. The danger arises in too rapid
development, in expanding too quickly, the
natural result of which will be panic and
generally unstable conditions.'

"The foreigners had a special invitation from
Baron Hiras, and had, therefore, coupons for
rebate on the Government and private railways
and steamers, with certain exceptions. In apply-
ing for rebate at one of the private railway
stations, not mentioned in the said coupon as an

exception, we were told that they could not
allow it, as the coupon was outside the radius of
the line agreed upon between the railway
company and Exhibition authorities, and cor-
respondence took place with the head office of the
company. I will not say who were responsible for
the annoyance, but I cannot help thinking that
better arrangements should have been made
between the railway companies and the Exhibition
authorities to prevent such occurrences as this.

"One thing that seemed to impress the for-
eigners was the comparatively high charges of
hotels generally as compared with those in their
own countries. To this, one of the foreign
hotel-keepers replied that whereas the hotels in
Europe and America had visitors all the year
round, there were in Japan hotel visitors only
for a certain period for the year; therefore it
was necessary to charge higher prices.

THE PHILIPPINE TOBACCO
TRADE.
A most significant change in the character of
the export of leaf tobacco and cigars from the
Philippine Islands will be shown in the bulletin
of the Bureau of Insular Affairs of the War
Department, covering the commerce of the
islands for the calendar year 1902 as compared
with 1901, writes the Washington correspondent
of the *New York Tobacco Leaf*. The total
exports of all forms of tobacco from the Philip-
pines for the calendar year 1902 amounted to
\$1,994,691, as compared with \$2,649,849 in 1901,
a loss of \$655,158. This decrease is due chiefly
to the falling off in the shipments of cigars, but
to some extent to a decrease in the exports of
wrapper tobacco. For 1901 the statistics
credit the United States with no receipts what-
ever, except a small quantity of cigars valued at
\$908. For 1902, however, it appears that there
were exported to that country wrapper leaf to
the value of \$6,500, other leaf amounting to
\$15,038, cigars aggregating \$11,006, and
cigarettes worth \$78, making a total of \$52,820.
There can be no doubt that this increase in
exports to the United States was due almost
entirely to the 25 per cent. reduction in the tariff
on Philippine products, the reduced rate having
been in force during nine months of the
calendar year 1902. It is no secret that the
officials of the War Department earnestly
desire absolutely free trade with the Philippines
for a period of five years at least, and that
Governor Taft is preparing to bring all possible
pressure to bear upon Congress to this end.
Commenting editorially on the above the *Leaf*
asks:—If the American market responds so
decidedly to a discriminating tariff in a period
of nine months, what will these commercial
relations lead to in a few years? Now that the
Filipinos are assured of a low duty on exports
to this country, they will realize that the market
for their product has been enlarged, and will
increase their acreage accordingly. The gain
shown by the figures of 1902 must therefore be
looked upon as only the forerunner of what is to
come, especially as a still greater reduction in
the Philippine tobacco tariff is a probability of
the near future.

LARGEST SALE OF ANY DENTIFRICE.

CALVERT'S
CARBOLIC
Tooth Powder.
A unique and efficacious preparation for
cleansing the teeth and strengthening the gums.
F. C. CALVERT & Co., Manchester, Eng.

THE TRADE MARKS ORDINANCE

1898.
APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE IS HEREBY GIVEN that
YEE WO carrying on business at
Victoria in the Colony of Hongkong and
elsewhere as Merchants have, on the 6th day of
MAY, 1903, applied for the registration in
Hongkong in the Register of TRADE
MARKS of the following TRADE MARKS:—

1. The representation of two boys—under
the said representation are the Chinese
Characters 怡和洋行 meaning
YEE WO FIRM.

2. The representation of a dragon chasing
a fish and the fish is depicted entering
into an arch over which are the
Chinese Characters 萬門

3. The representation of two boys—between
them is depicted a flower basket
containing various kinds of fruits and
near the base of the said basket are the
Chinese Characters 怡和洋行

meaning YEE WO FIRM.
In the name of YEE WO who claim to be the
Proprietors thereof.

The TRADE MARK No. 1 has been used by
the applicants since the year 1900 and the
TRADE MARKS No. 2 and 3 have been used by
the applicants since the year 1901 all in respect
of the following goods:

MATCHES IN CLASS 47.
Facsimiles of the TRADE MARKS can be seen
at the Office of the Colonial Secretary of
Hongkong and also at the Office of the
undersigned.

Dated the 22nd day of May, 1903.
JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Voeux Road Central,
Hongkong.

VICTORIA RECREATION CLUB.

AN EXTRAORDINARY GENERAL
MEETING of the Members will be held
in the CLUB GYMNASIUM at Kowloon, on
THURSDAY, the 2nd JULY, at 5.45 p.m.,
for the purpose of confirming the Special
Resolution passed at the Annual General
Meeting held on the 18th June, 1903.

FRANK W. WHITE,
Hon. Secretary.
Hongkong, 24th June, 1903. [1819]

WM. POWELL, LD.

GENTLEMEN'S OUTFITTERS.

28, QUEEN'S ROAD.

THE NEWEST AND BEST OF
EVERYTHING.

FAMED FOR SUN HELMETS.

LAMBERT & BUTLER'S
FRONTIER MIXTURE.

A PIPE TOBACCO.

FRONTIER MIXTURE IS A COMBINATION OF THE CHOICEST
TOBACCO GROWN.

A GENTLEMAN'S SMOKE. ASK YOUR DEALER FOR THIS BRAND.

TO BE OBTAINED FROM—

MESSRS. KRUSE & CO.
IN 1-LB. AIR-TIGHT TINS.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE,

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAWEI.

AGENTS—

JARDINE, MATHESON & CO.

UNTOUCHED BY HAND.

MELLIN'S
FOOD

For INFANTS and INVALIDS.

MELLIN'S-FOOD is free from Starch
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

JAPAN COALS.

MITSUI BUSSAN KAISHA
MITSUI & CO.

HEAD OFFICE—1, SHIBUYA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, 102, HONG STREET.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chifu, Canton, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimizu, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchino, Sasebo, Maizuru, Misaki, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinomiya, Mameda, Mannoura, Onoura Otsuji,
Sasahara Tsubakuro, Yoshinomiya, Yoshio, Yumokibara, and other Coals.

N. INOZUKA, Manager, Hongkong.

CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus,
Rot, and Dampness.LUTGENS, EINSMANN & CO.
Sole Agents for China.

Hongkong, 1st July, 1902

VIEWS OF HONGKONG

ILLUSTRATED POST CARDS
Coloured, White-Away Cards, &c.
For Sale at GEAC & CO.'s Stall at
HONGKONG HOTEL CORRIDOR.Also
Used and Unused Foreign and Colonial
POSTAGE STAMPS
in Sets, Packets or Single. King Edward VII
Albums, Catalogues, Hinges, &c., &c., &c.
Inspection invited.

Hongkong, 12th June, 1903. [1113]

QUAN WAH & CO.,
GRANITE MERCHANT CONTRACTORS,
Dealers in
MARBLE and GRANITE
MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application
All descriptions of Granite for Export.
Hongkong, 17th October, 1902. [1186]

SHIPPING.

ARRIVALS.
June 28, ANNAM, French str., 2.35, General—Messa-
giers Maritimes.
June 28, PEICHING, Chinese str., 9.0, H. Speer,
Changhai 31st June, General—CHINESE.
June 28, SHANGHAI, British str., 1.23, Carnar-
von, 1st June 23rd June, General—BUTTER-
FIELD & SWIRE.

June 28, BARAN, Dutch str., 4.4, Ter Voor,
Sarab 21st June, General—MEYER & CO.
June 28, SHANGHAI, British str., 1.07, McFar-
lane, Shanghai 24th June, General—
CHINESE.

June 28, LABOR, Norwegian str., from Canton.
June 28, POLSKA, French str., 8.56, G.
Duchateau, Marseilles 31st May, Mails and
General—MESSAGERS MARITIMES.

June 28, PROGRESS, German str., 6.57, Bremer,
Tientsin 27th June, General—SIEMSEN
& CO.

June 28, RUBI, British steamer, 1.01, Almond,
Mantle 27th June, General—SIEMSEN
& CO.

June 28, TERNACIOUS, British str., 1.30, Jas
Williamson, Saigon 25th June, Rice and
Mails—CHINESE.

June 28, YAMATO, Norw. str., from Canton.
June 28, YAMATO, British str., 1.12, R. J.
Payne, Manila 24th June, Hemp and Gene-
ral—JARDINE, MATHESON & CO.

CLEARANCES.

At THE HARBOR MASTER'S OFFICE.
29th June.
Avonmouth, German str., for Singapore.
Avonmouth, German str., for Tientsin.
Hainan, British str., for Canton.
Kangaroo, French str., for Hongkong.
Moria Rickmers, German str., for Bangkok.
Shanghai, British str., for Shanghai.
Shanghai, British str., for Canton.
Tientsin, British str., for Shanghai.

DEPARTURES.

29th June.
BARAN, Dutch str., for Tientsin.
MORIA RICKMERS, German str., for Bangkok.
SHANGHAI, British str., for Shanghai.

VESSELS IN DOCK.

29th June.
ABERDEEN DOCKS.—Canton River—San Jo-
quin, Canadian, Antonio Macleod, Taiyuan,
Tacoma, Kish, Shantung, Michael Jensen.
COSMOPOLITAN DOCK.—Kensington.

SHIPPING REPORTS.

The British steamer Tientsin, from Saigon
25th June, had light to moderate S.W. and S.
winds and fine weather to Paresse. From
Paresse to port moderate S.W. and S.E.
winds, cloudy weather and heavy.

The British steamer Tientsin, from Shanghai
25th June, had light variable winds and fine
weather to Changhai; thence to port light
S.E. wind and strong rain squalls. June 27th
spoke barque Strathdon, of Aberdeen, in lat.
24.35 N., long. 119.01 E.; wished to be reported
all well.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEROT-POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
CALCUTTA, DIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX.

ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 30th June, 1903, at
11 A.M. the Company's Steamship
"ANNAM," Captain Girard, with Mails,
Passengers, Specie and Cargo, will leave this
Port for MARSEILLES via Ports of Call,
WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on Monday, the 29th June, Specie and
Parcels received until 4 P.M. on the same day.
No Cargo will be received on board on Tuesday.
Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th June, 1903.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship.

"HAIKUN."

Captain Mutton, will be despatched for the
above ports TO-DAY, the 30th inst., at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.

Hongkong, 29th June, 1903.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship.

"ARRAFON APCAE."

Captain E. Foy, will be despatched for the above
ports TO-DAY, the 30th inst., at Noon.

For Freight or Passage, apply to
DAVID SASSON & CO., LD.,
Agents.

Hongkong, 24th June, 1903.

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Company's Steamship.

"ARARA."

Captain J. M. Williamson, will be despatched as
above TO-DAY, the 30th JUNE, at Noon.

To be followed by the Steamship

"VERONA."

Captain H. N. Spiesse, on or about SATUR-
DAY, the 26th JULY.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 29th June, 1903.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	DATE DESPATCHED
LONDON VIA SUEZ CANAL	BENLOMOND	Brit. str.	Mutton	GIBB, LIVINGSTON & CO.	About 2nd July.
LONDON, AG. VIA PORTS OF CALL	MARSHALL	Brit. str.	G. W. Cockman	P. & O. S. N. Co.	4th July, at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	MANILA	Brit. str.	Lowell	P. & O. S. N. Co.	About 10th July.
LONDON	GUENARD	Brit. str.	Willy	McGREGOR BROS. & GOW	12th July.
LIVERPOOL	PHOENIX	Brit. str.	Willy	BUTTERFIELD & SWIRE	20th August.
LIVERPOOL	DIOMED	Brit. str.	Willy	BUTTERFIELD & SWIRE	To-day, at 11 A.M.
MARSEILLES, AG. VIA PORTS OF CALL	ANNAM	Brit. str.	Girard	MESSAGERS MARITIMES	About 30th inst.
MARSEILLES, HAVRE, CHAGEN, &c.	P. MAIRIE	Brit. str.	Borenson	MELCHERS & CO.	7th July.
MARSEILLES, LONDON & ANTWERP	AGNOS	Brit. str.	F. Davies	NIPPON YUSEN KAISHA	11th July, Daylight.
MARSEILLES, LONDON & ANTWERP	BINGO MARU	Jap. str.	F. Davies	BUTTERFIELD & SWIRE	21st July.
MARSEILLES, LONDON & ANTWERP	PERLUS	Brit. str.	F. Davies	BUTTERFIELD & SWIRE	4th August.
MARSEILLES, LONDON & ANTWERP	STENTON	Brit. str.	F. Davies	BUTTERFIELD & SWIRE	18th August.
MARSEILLES, LONDON & ANTWERP	DARDANUS	Brit. str.	F. Davies	BUTTERFIELD & SWIRE	1st September.
MARSEILLES, LONDON & ANTWERP	NESTOR	Brit. str.	F. Davies	BUTTERFIELD & SWIRE	15th September.
MARSEILLES, LONDON & ANTWERP	MOTUNE	Brit. str.	F. Davies	BUTTERFIELD & SWIRE	9th July, at Noon.
HAVRE, BREMEN & HAMBURG	PREUSSEN	Ger. str.	E. Prehn	MELCHERS & CO.	To-day, at Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	Dorck	HAMBURG-AMERIKA LINIE	15th July.
HAVRE & HAMBURG	NURNBERG	Ger. str.	B. Binner	HAMBURG-AMERIKA LINIE	20th July.
HAVRE & HAMBURG	WUTENBERG	Ger. str.	Ror'va	HAMBURG-AMERIKA LINIE	12th August.
HAVRE & HAMBURG	ADENIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	26th August.
HAVRE & HAMBURG	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	About 5th July.
ODESSA	H. LERONE	Rus. str.	J. M. Williamson	SHEWAN, TOMES & CO.	To-day, at Noon.
NEW YORK VIA SUEZ CANAL	ABARBA	Am. str.	Rafferty	McGREGOR BROS. & GOW	9th July.
NEW YORK VIA SUEZ CANAL	GENESEE	Brit. str.	Bahle	DODWELL & CO., LD.	About 15th July.
NEW YORK VIA PORTS & SUEZ CANAL	MACDUFF	Brit. str.	Bahle	HAMBURG-AMERIKA LINIE	About middle Aug.
NEW YORK VIA SUEZ CANAL	ACABIA	Brit. str.	Bahle	CANADIAN PACIFIC R. CO.	15th July, at Noon.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	Bahle	CANADIAN PACIFIC R. CO.	22nd July.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	T. W. Gaidick	TOYO KISEN KAISHA	To-day.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	TREMONT	Brit. str.	T. W. Gaidick	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TUSA MARU	Jap. str.	G. Anderson	BUTTERFIELD & SWIRE	14th July.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	R. P. Craven	NIPPON YUSEN KAISHA	14th July, at 4 P.M.
PORTLAND OREGON	INDEVELL	Brit. str.	Ellis	PORTLAND & ASIATIC CO.	14th July.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	A. E. Moses	GIBB, LIVINGSTON & CO.	To-morrow.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	PAWAN	Brit. str.	A. E. Moses	BUTTERFIELD & SWIRE	17th July, at 4 P.M.
KOBE	MAZAGON	Brit. str.	A. E. Moses	NIPPON YUSEN KAISHA	About 10th July.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	F. L. Sommer	P. & O. S. N. Co.	To-morrow, Daylight.
KOBE, NAGASAKI & VLADIVOSTOK	SAVOIA	Ger. str.	Dehn	NIPPON YUSEN KAISHA	12th July, at Noon.
KOBE	TAIYU	Jap. str.	N. Toman	BUTTERFIELD & SWIRE	7th July.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	17th July, Daylight.
KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	22nd July, Noon.
NAGASAKI, KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	W. Scott Hunter	NIPPON YUSEN KAISHA	11th July, at Noon.
CHIOO & TIENTSIN	NANCHANG	Brit. str.	W. Scott Hunter	BUTTERFIELD & SWIRE	4th July.
SHANGHAI	TAIWAN	Brit. str.	F. Scholz	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	LOONGMOON	Ger. str.	F. Scholz	SIEMSEN & CO.	To-day, at 4 P.M.
SHANGHAI	WOOSUNG	Brit. str.	F. Scholz	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	COROMANDEL	Brit. str.	F. J. Fox	P. & O. S. N. Co.	About 3rd July.
TAMSUI, VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	T. Ogata	OSAKA SHOSEN KAISHA	To-morrow.
POOCHOW, VIA SWATOW & AMOY	AMING MARU	Jap. str.	T. Ogata	OSAKA SHOSEN KAISHA	To-morrow.
ANPING, VIA SWATOW & AMOY	MAIDZU MARU	Jap. str.	T. Ogata	OSAKA SHOSEN KAISHA	3rd July.
SWATOW, AMOY & TAMSUI	HAICHUN	Brit. str.	Mutton	OSAKA SHOSEN KAISHA	To-day, at 11 A.M.
SWATOW, AMOY & FOOCHOW	WUCHANG	Brit. str.	Passmore	DOUGLAS LARPAIK & CO.	2nd July.
LOILO	SUNGHANG	Brit. str.	N. Tate	BUTTERFIELD & SWIRE	To-morrow.
MANILA	ROSETTA MARU	Jap. str.	S. J. Payne	TOYO KISEN KAISHA	To-morrow, 11 A.M.
MANILA	YUENHANG	Brit. str.	S. J. Payne	JARDINE, MATHESON & CO.	3rd July, at 4 P.M.
MANILA DIRECT	CHINGTO	Brit. str.	R. W. Almond	BUTTERFIELD & SWIRE	4th July.
MANILA DIRECT	RUDI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	4th July, 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	15th July.
SAMARANG & SOERABAYA	SHANTU	Brit. str.	E. Foy	DAVID SASSON & CO., LD.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	ANAPAR	Brit. str.	E. Foy	NIPPON YUSEN KAISHA	2nd July, at 4 P.M.
BOMBAY, VIA SINGAPORE & COLOMBO	INDU MARU	Jap. str.	Magasin	CARLOWITZ & CO.	13th July, at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	OSHI	Ital. str.	J. Nigao	NIPPON YUSEN KAISHA	14th July, at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA	Jap. str.	J. Nigao	NIPPON YUSEN KAISHA	14th July, at Noon.

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPEN-
HAGEN AND BALIC PORTS.
THE Danish Steamer
"PRINSESSE MARIE."
Captain Lorenzen, will be for the above
ports on or about the 30th inst.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 29th June, 1903.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN, and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched as above
TO-MORROW, the 1st July, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a refrigerating cham-
ber, which ensures the supply of fresh pro-
visions, ice, &c., throughout the voyage.

The Steamer is installed throughout with
the electric light.

A stewardess and a duly qualified surgeon
are carried.

N.B.—To ensure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 11th June, 1903.

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLOMOND."

Captain Mutton, will be despatched as above
on or about the 2nd July.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 11th June, 1903.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MASSILIA."

Captain G. W. Cockman, carrying His Majesty's
Mails, will be despatched from this Port for Bombay,
on SATURDAY, the 4th JULY, at Noon,
taking passengers and cargo for the above
ports.

Bills and Valuations, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 23rd June, 1903.

NORTHERN PACIFIC STEAMSHIP CO.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND
YOKOHAMA.

FOR
VICTORIA, B.C. AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.

* TREMONT T. W. Garlick 9,696 June 30th

TACOMA A. Dixon 2,812 July 7th

VICTORIA J. Pantou 3,592 August 1st

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the
PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED
STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast points and to the Principal Cities in the
United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.

7

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, OPORTO, LONDON, LIVERPOOL, GLENGOW, TRIESTE, GENOA, PORTS in the
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SUEVIA HAVRE, BREMEN and HAMBURG On 1st July. Freight.

NURNBERG (Calling at Singapore and Colombo) On 15th July. Freight.

WULFVURG HAVRE and HAMBURG On 29th July. Freight & Passengers.

BADEIA (Calling at Singapore and Colombo) On 12th Aug. Freight.

SITHONIA (Calling at Singapore and Penang) On 26th Aug. Freight.

ARABIA (Calling at Singapore and Colombo) On 26th Aug. Freight.

NEW YORK, VIA SUEZ CANAL About middle of August.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

QUEEN'S BUILDINGS, No. 1.

13

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA.

OF JAPAN, MOI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL ON

"INDRAVELL" 4,899 R. P. Craven July 14, 1903

"INDRAPURA" 4,899 A. E. Hildingsworth August 14, 1903

"INDRASAMBA" 5,197 W. E. Craven September 13, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 16th June, 1903.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR STEAMERS LEAVING

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL...	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL...	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL...	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL...	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL...	"NINGCHOW"	On 8th August.

OUTWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"MOYUNE"	On 15th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"MACHAON"	On 14th July.
	"NINGCHOW"	On 10th August.

The s.s. "KEEMUN" left Victoria (B.C.) on the 26th inst. for Kobe and Hongkong.

For Freight, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 30th June, 1903. [10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, TIENTSIN, and TIENTSIN	"TAIWAN"	On 30th June.
	"SUNGKIANG"	On 1st July.
	"WOOSUNG"	On 1st July.
	"WUCHANG"	On 2nd July.
	"NANCHANG"	On 4th July.
	"CHINGTU"	On 4th July.
	"TAIYUAN"	On 7th July.
	"SHANTUNG"	On 15th July.

COOKTOWN, CAIRNS, MELBOURNE, and SYDNEY.

For Freight and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 30th June, 1903. [11]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL
KOBE	"MAZAOON"	Daylight 1st July
SHANGHAI	"COROMANDEL"	About 3rd July
	"F. J. Fox"	July

LONDON, & MANILA.

LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MALTA.

YOKOHAMA, via SHANGHAI, KOBE, and MANILA.

For further Particulars, apply to—

E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S.	EMPERESS OF JAPAN	6,000 Tons	WEDNESDAY, 15th July
R.M.S.	"TARTAR"	4,425 Tons	WEDNESDAY, 22nd July
R.M.S.	"EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 29th July
R.M.S.	"ATHENIAN"	3,882 Tons	WEDNESDAY, 5th Aug
R.M.S.	"EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 12th Aug
R.M.S.	"EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 19th Aug
R.M.S.	"TARTAR"	4,425 Tons	WEDNESDAY, 26th Aug
R.M.S.	"EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 2nd Sept.
R.M.S.	"ATHENIAN"	3,882 Tons	WEDNESDAY, 9th Sept.
R.M.S.	"EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 16th Sept.
R.M.S.	"EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 23rd Sept.
R.M.S.	"TARTAR"	4,425 Tons	WEDNESDAY, 30th Sept.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY.

Without CHANGE IN 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return-tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace the PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the only having received the highest award for same at Chicago World Exhibition), and the variety of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which they pass.

THE PALATIAL AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and are of the highest class, and Cuisine are unexcelled.

For full particulars, Maps, Guides, Books, Rates of Passage and Freight, apply to—

D. E. BROWN, General Agent, Pedder Street.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"YUENSANG," Captain S. J. Payne, will be despatched as above on FRIDAY, the 3rd July, at 4 p.m.

This Steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 29th June, 1903. [1855]

FOR ODESSA.

THE Russian Steamer

"HERMANN LERCHE,"

1,978 tons, will be despatched for the above port on or about 5th July.

For Freight, apply to

BRADLEY & CO., Agents.

Hongkong, 1st June, 1903. [1591]

FOR KOBE, NAGASAKI AND VLADIVOSTOCK.

(Calling at GENSAN.)

THE Steamship

"SAVOIA,"

Captain Deinat, will be despatched for the above ports on MONDAY, the 6th July, at NOON.

This Steamer has superior accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 24th June, 1903. [1814]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK,"

Captain Rafferty, will be despatched as above on THURSDAY, the 7th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Hongkong, 6th June, 1903. [1645]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON.

THE Steamship

"GLENGARRY,"

Captain Willy, will be despatched as above on THURSDAY, the 14th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Hongkong, 25th June, 1903. [1837]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY CALL AT PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG, 1903.

"MACDUFF" ... 15th July.

"SAINT BEDE" ... 25th July.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 16th June, 1903. [1125]

FOR MACAO.

THE Steamship

"PAK KONG,"

will be despatched for the above port EVERY DAY, at 7 A.M. Ample accommodation for European Passengers.

For Freight or Passage apply on board, or to

KWONG WAN STEAMBOAT CO., LD., 15 and 16, Cecil Street, Praya West.

Hongkong, 24th June, 1903. [1811]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain Samuel Bell Smith.

DAILY Departure from Hongkong to Macao at 7.30 A.M. for Macao to Hongkong at 2 P.M. Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Stevedores, \$4.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to—

SAM WANG & CO., LD., 21, Queen's Road Central.

Hongkong, 29th April, 1903. [84]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain A. Murphy, will leave for Canton at 3 P.M. on SUNDAY, TUESDAY, and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. TREVOR & CO., No. 122, Connaught Road Central.

Hongkong, 30th June, 1903. [1751]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$25; RETURN, \$40.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SURGEON ON BOARD.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 1st May, 1903. [29]

NATAL LINE OF STEAMERS.

THE Under-Signed GENERAL AGENTS

in CHINA and JAPAN for the Natal Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to—

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897. [8]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED, AND THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"STENTOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 1st July.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 1st July will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 7th July, or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th June, 1903. [10-12]

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND MANILA.

THE Steamship

"KISH,"

Captain E. Robertson, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods must be left on board and due notice given to the undersigned, when they will be landed into Kowloon Godowns and a date appointed for examination.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, 23rd June, 1903. [1817]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 2nd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th June, 1903. [1833]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD.

HAMBURG-AMERICA LINE

NOTICE TO CONSIGNEES.

THE Steamship

"HAMBURG,"

OF THE HAMBURG-AMERICA LINE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., To-day, the 25th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 2nd July, at 9.30 A.M.

All Claims must reach us before the 7th July, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 25th June, 1903. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MANILA AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 25th June, 1903. [7]

GENERAL AVERAGE PER SWEDISH.

S.S. "VICTORIA,"

ON FIRE IN SINGAPORE ON JANUARY 7TH 1903.

CONSIGNEES and Underwriters are hereby notified that Claims for short delivered and/or damaged Cargo must be presented to the undersigned before 1st July, 1903, or they will not be allowed.

SANDER, WIEBER & CO., Agents.

Hongkong, 1st June, 1903. [15]

NOT RESPONSIBLE FOR DEFTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEFT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

ALCIDES, British ship, Dart.—Standard Oil Co.